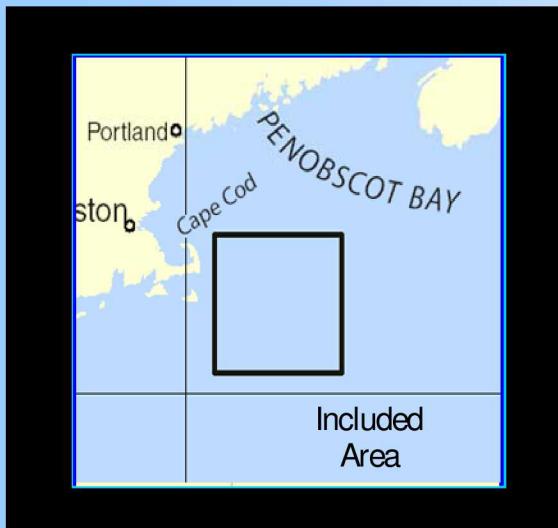


BookletChartTM

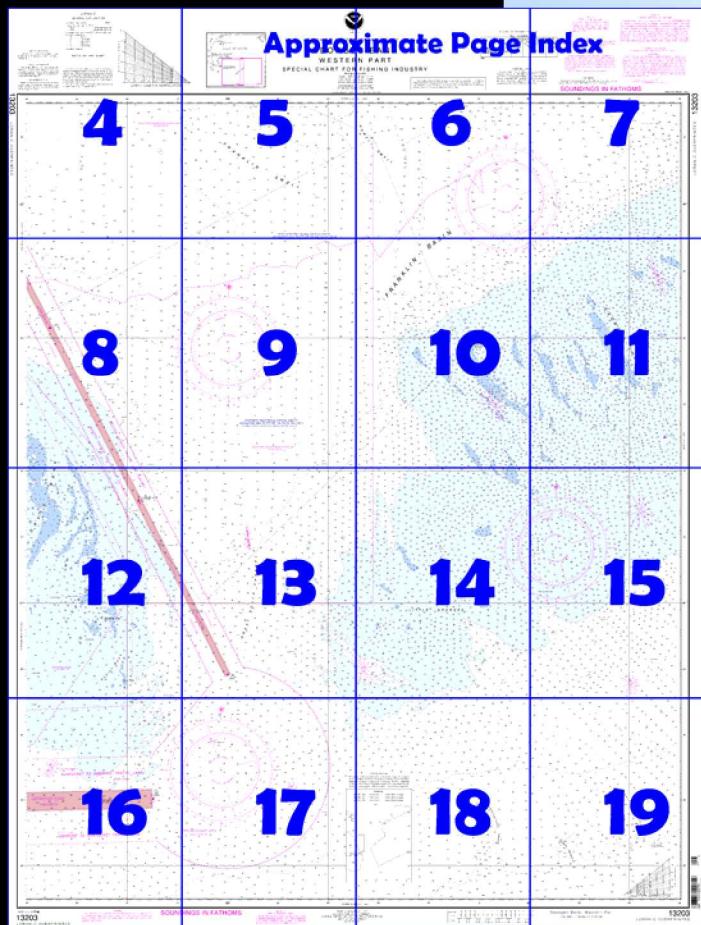
Georges Bank - Western Part

(NOAA Chart 13203)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

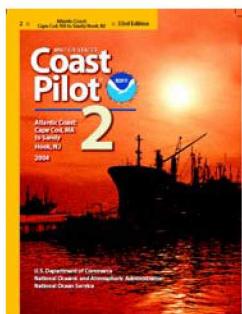
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 3 excerpts]

(84) **Georges Bank** is an extensive bank with depths of less than 50 fathoms, extending for over 150 miles northeastward from the offshore end of Nantucket Shoals.

(86) On the southeast side of the bank, outside the 20-fathom curve, the water deepens gradually and with such regularity that soundings would be of considerable value in approaching the bank. On the northwest side the water deepens more rapidly.

(88) The two principal dangers on Georges Bank are Georges Shoal and Cultivator Shoal, which are near the center of the danger area. Around these shoals the sea breaks in depths of 10 fathoms during heavy weather, and the locality should be avoided by deep-draft vessels.

(89) **Georges Shoal** is a ridge about 13 miles long on which are several shallow depths of 1½ to 3 fathoms.

(90) **Cultivator Shoal**, about 20 miles westward of Georges Shoal, is a ridge nearly 15 miles long, on which depths of 3 to 10 fathoms are found. The 3-fathom spot is near the north end of the shoal. In December 1980, a submerged obstruction was reported about 8.7 miles northwest of the 3-fathom spot in about 41°43'N., 68°23'W.; vessels engaged in bottom operations are advised to exercise caution in the area.

(91) The entire area within the 20-fathom curve has an extremely broken bottom. There are numerous ridges and shoal spots on which depths dangerous to navigation, particularly in heavy weather, may be found. These shoal spots generally have steep sides, and very little or no indication of their existence is given by soundings. Tide rips and swirls, as well as overfalls, are common in the vicinity of these spots, but are not always visible. They show best with a smooth sea and with the current flowing in certain directions. These disturbances are not usually over the shoalest depths, but are commonly alongside them. Small, detached overfalls may be seen in 20 fathoms of water. The tidal currents are rotary with no period of slack water. The velocity at strength is about 2 knots, and the velocity of the minimum current which occurs about midway between the times of strength is about 1 knot. The hourly velocities and directions of the tidal current are shown by means of current roses on National Ocean Service charts.

(93) **Nantucket Shoals** is the general name of the numerous different broken shoals which lie southeastward of Nantucket Island and make this one of the most dangerous parts of the coast of the United States for the navigator. These shoals extend 23 miles eastward and 40 miles southeastward from Nantucket Island. They are shifting in nature, and the depths vary from 3 to 4 feet on some to 4 and 5 fathoms on others, while slues with depths of 10 fathoms or more lead between those farthest offshore. The easterly edge of the shoals has depths of 3 and 4 fathoms in places.

(109) **Nantucket Shoals Lighted Horn Buoy N** (40°30'N., 69°26'W.), replacing Nantucket Shoals Lightship, is a large navigational buoy (LNB) about 51 miles south-southeastward of Nantucket Island. The buoy, 40 feet in diameter, is red with the words U.S. COAST GUARD on the buoy body and the letter N on the daymarks. The buoy shows a light 40 feet above the water and is equipped with a fog signal, and a radar beacon (Racon).

(112) **Phelps Bank**, the southeasternmost part of the Nantucket Shoals, is about 6.5 miles long and 2.5 miles wide. A lighted whistle buoy, marking the entrance to the Boston Harbor Traffic Separation Scheme, is about 12 miles eastward of Phelps Bank.

(113) **Asia Rip**, the shoalest point of the bank with 5¾ fathoms, is at the southern end. The wreck of the SS OREGON, covered 3¾ fathoms, is at 40°45'N., 69°19'W., 3 miles south-southeastward of Asia Rip.

(114) **Middle Rip**, with a least-found depth of 4 fathoms and lying north-northwest of Phelps Bank, is about 13.5 miles long and 4.5 miles wide. This shoal consists of two large parts with depths of 4 fathoms on the east and 6 fathoms on the west, separated by a channel with a depth of 7 fathoms and four outlying shoals of 8 to 10 fathoms.

(115) **Fishing Rip**, bow-shaped, with depths of 3 to 10 fathoms, is about 26 miles long north and south and 6.5 miles wide at its widest point. The north point is 20 miles 073° and the south point is 27.5 miles 136°, respectively, from Sankaty Head Light. A large wreck area, marked by a lighted gong buoy, is near the southern part of Fishing Rip. A wreck and a submerged obstruction are also near the southern portion of the rip in about 41°00.0'N., 69°27.0'W. and 41°01.0'N., 69°29.7'W., respectively.

(116) The unmarked channel westward of Fishing Rip is obstructed by three shoals in the northern section which have least-found depths of 7½, 4½, and 10 fathoms. In the southern part of this channel are four shoals with depths of 8 to 10 fathoms.

(117) **Davis Bank**, the innermost of the outer Nantucket Shoals, is bow-shaped and has depths of 2¾ to 10 fathoms of water over it. The bank is about 30 miles long north and south and has a greatest width of 4 miles.

The wreck of the vessel PROGRESS is off the inner edge of the bank about 13 miles north-northeastward of the southern end of the bank.

Table of Selected Chart Notes

Corrected through NM Apr. 18/09
Corrected through LNM Apr. 7/09

Mercator Projection
Scale 1:220,000 at Lat. 41°10'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE C

AREA TO BE AVOIDED

All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC IMO XLIII/18).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE E

AREA TO BE AVOIDED

In order to significantly reduce the risk of ship strikes to the highly endangered North Atlantic Right Whale, ships of 300 gross tons and above should avoid the area between the period of April 1st through July 31st. Reference IMO Sn/Circ. 272.

Where the boundary of the Area to Be Avoided (ATBA) is co-linear with the boundary of the Traffic Separation Scheme or the boundary of the Mandatory Ship Reporting Area, it has been offset slightly for clarity.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100KHz
PULSE REPETITION INTERVAL

5930.....59,300 Microseconds

9960.....99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators)

M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

The use of rates 5930-X and 5930-Y provides the most accurate positioning on Georges Bank.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE D

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

NOTE B

TRAFFIC SEPARATION SCHEMES

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Boston Harbor and New York Harbor, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zones should not be used except for crossing purposes. When crossing traffic lanes and the separation zones use extreme caution. See charts 12300, 12326, 13200, and 13267.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bandied in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

NORTHERN RIGHT WHALE CRITICAL HABITAT

(precautionary area: 50 CFR 226.203a, 224.103c; see note A)

It is illegal to approach any right whale anywhere closer than 500 yards.

NORTHERN RIGHT WHALE CRITICAL HABITAT

(precautionary area: 50 CFR 226.203a, 224.103c; see note A)

It is illegal to approach any right whale anywhere closer than 500 yards.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)	Mean Higher High Water	Mean High Water	Mean Low Water
Georges Shoal		(41°42'N/67°46'W)	feet	4.5	4.3	0.1
Davis Bank, Nantucket Shoals		(41°08'N/69°39'W)	feet	1.5	1.3	1.1

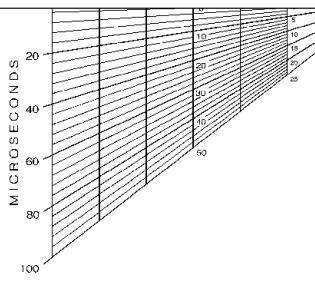
Dashes (-) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.

(Feb 2009)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

UNITED STATES - EAST COAST GEORGES BANK WESTERN PART SPECIAL CHART FOR FISHING INDUSTRY



LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY..... 100kHz
 PULSE REPETITION INTERVAL
 5930..... 59,300 Microseconds
 9960..... 99,600 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators).
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

EXAMPLE: 9960-W

RATES ON THIS CHART

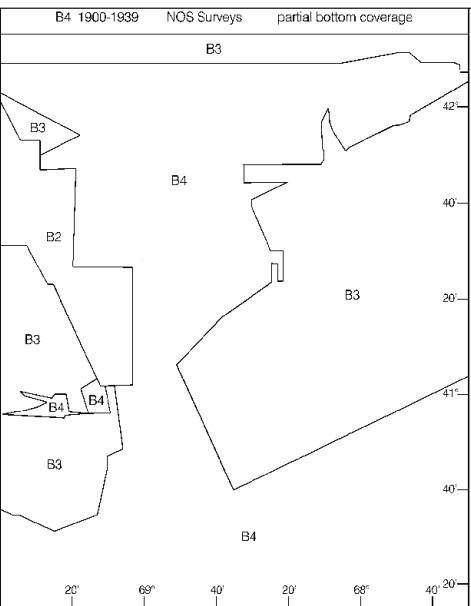
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

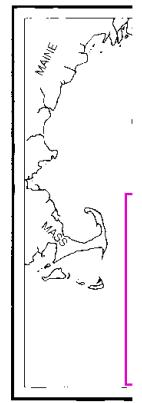
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the $\frac{1}{4}$ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

The use of rates 5930-X and 5930-Y provides the most accurate positioning on Georges Bank.

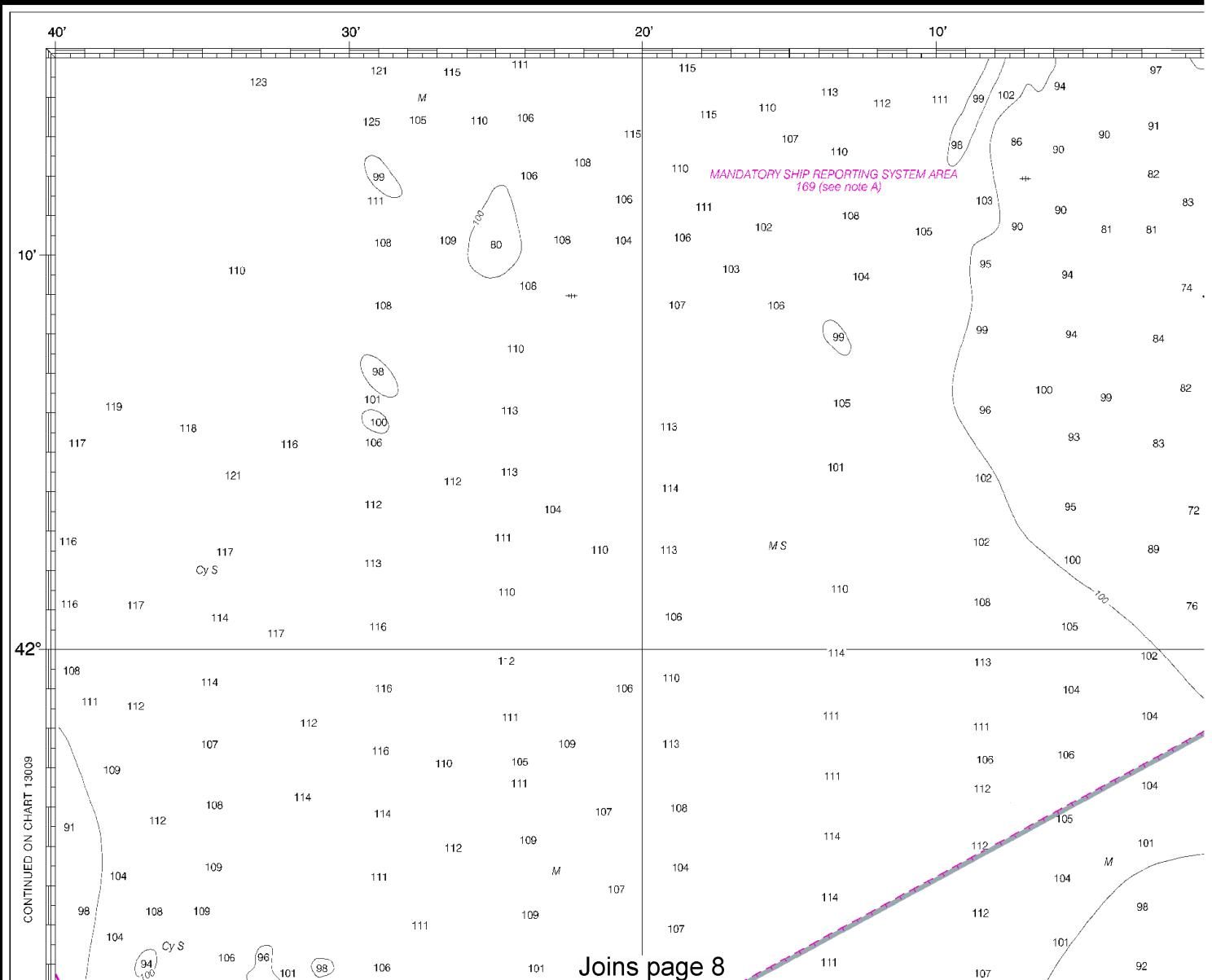


banded in this diagram
by the U.S. Army Corp
not shown on this diary

Hydrography and Survey, with addition



13203 LORAN-C OVERPRINTED



CONTINUED ON CHART 13

4

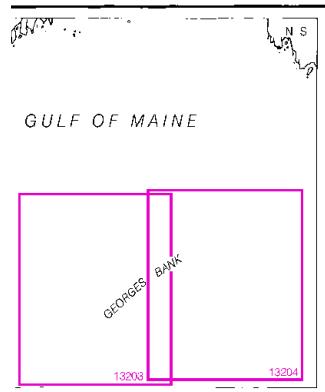


North

Joins page 8



AUTHORITIES
and topography by the National Ocean Service, Coast
ational data from the U.S. Coast Guard.



UNITED STATES - EAST COAST

GEORGES BANK WESTERN PART

SPECIAL CHART FOR FISHING INDUSTRY

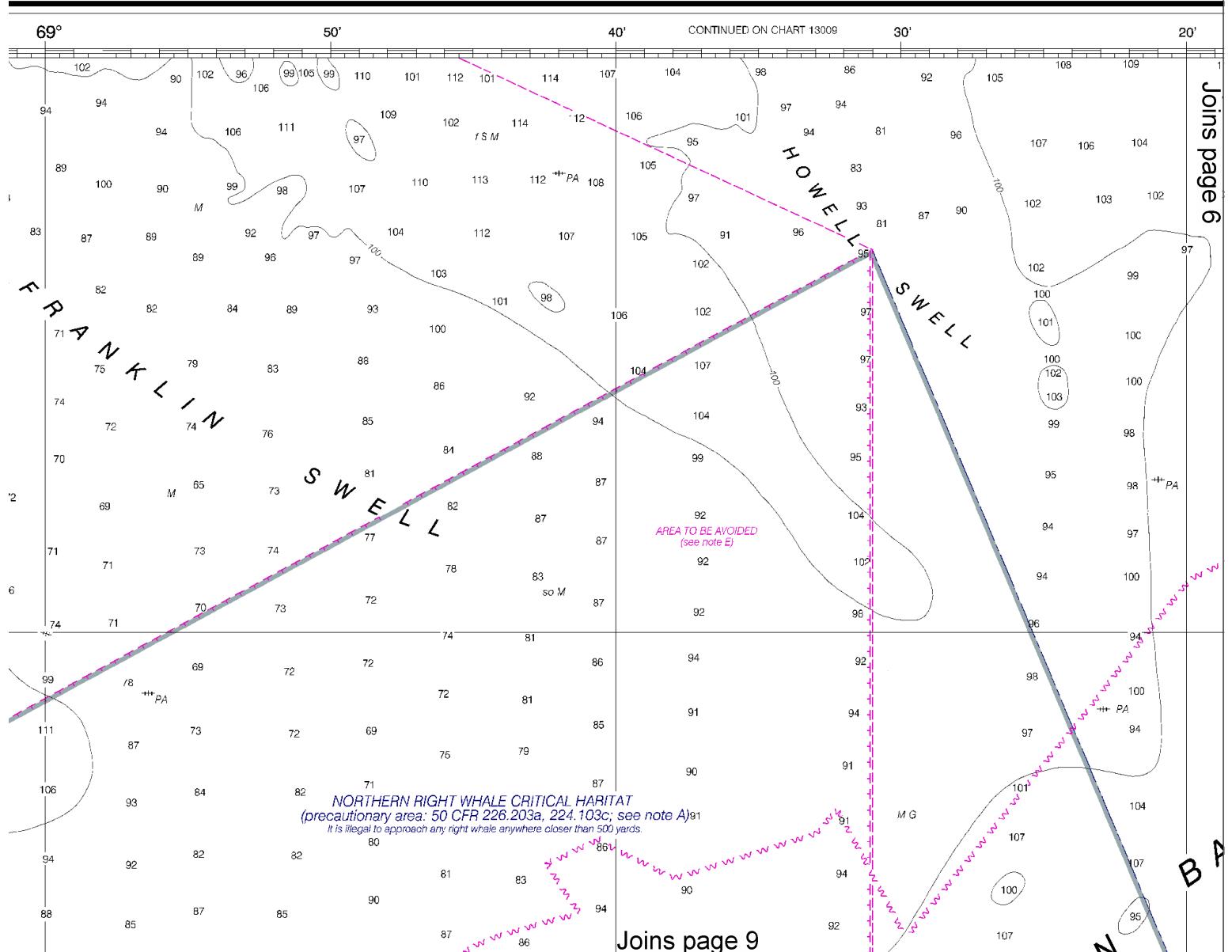
Mercator Projection

Scale 1:220,000 at Lat. 41°10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Formerly C&GS 612-B (13201-B), 1st ED., Nov. 1963 KAPP 2162



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:293333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



On June 1, 2009, the Approach to Boston TSS will be revised per the International Maritime Organization Circular COLREG.2/Circ.60 dated 10 December 2008. This chart has been corrected to show the new alignment of the TSS. In order to give the mariners time to adjust to the changes, this chart is available prior to implementation but must not be used for the approach to Boston until the effective date of June 1.

All vessels carrying dangerous materials at 1,000 gross ton or more must be fitted with an approved lifeboat and must be equipped with a fire extinguisher and a first aid kit.

UNITED STATES - EAST COAST GEORGES BANK WESTERN PART SPECIAL CHART FOR FISHING INDUSTRY

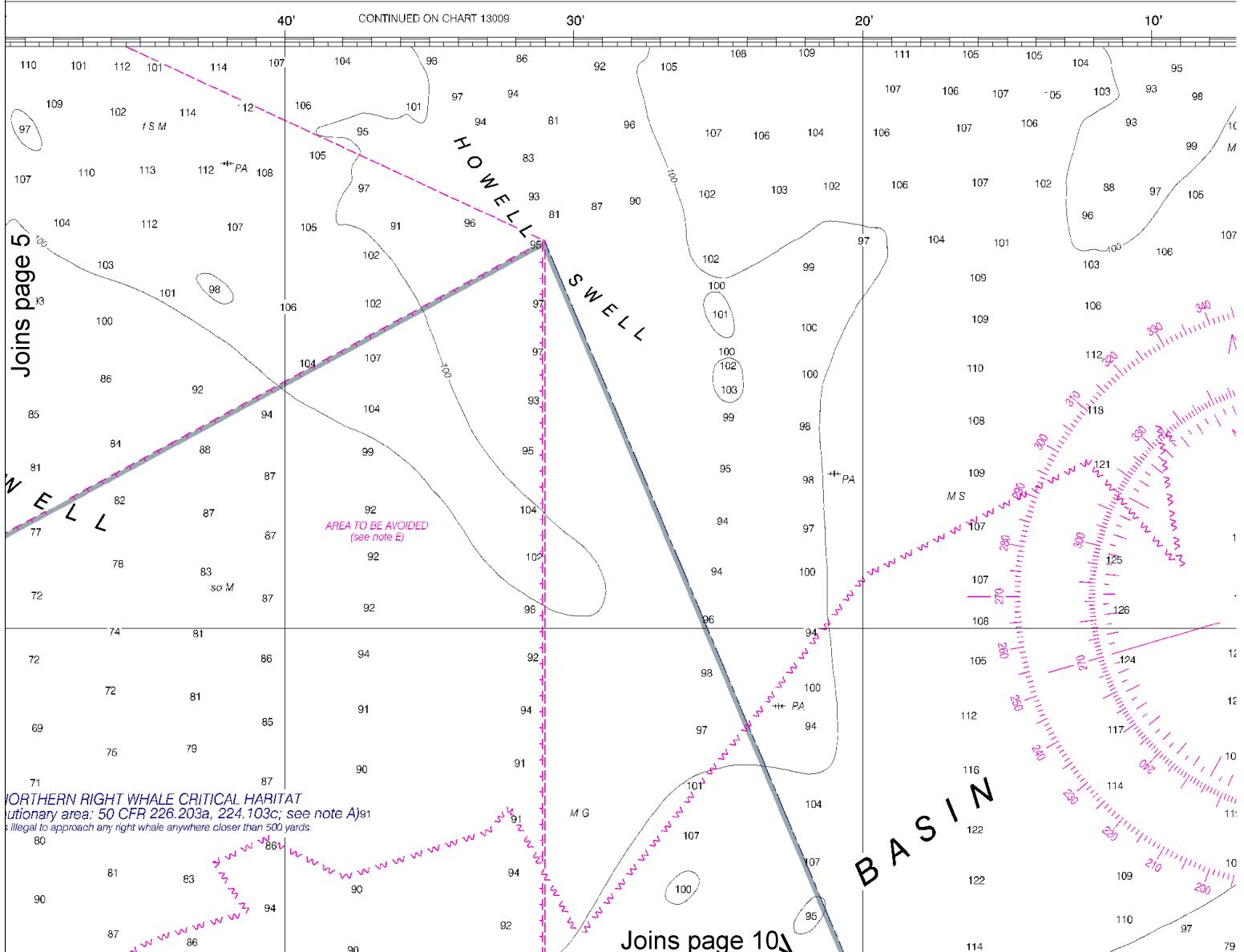
Mercator Projection
Scale 1:220,000 at Lat. 41°10'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Formerly C&GS 812-B (13201-B), 1st ED., Nov. 1963 KAPP 2162

NAME	PLACE
Georges Shoal Davis Bank, Nantucket Shoals	IL

Dashes (---) located in datum columns indicate tide predictions, and tidal current predictions are (Feb 2009)

The horizontal reference line is the North American Datum of 1983. It is used for purposes of convenience in conversion to the World Geodetic System of 1984 (WGS 84). The conversion is considered to be accurate to within +/- 0.02 meters.



carrying cargoes of oil or hazard-
and all other vessels of more than
tons should avoid the area (MSC)

CAUTION

any changes or defects in aids to
not indicated on this chart. See
to Mariners.
ome winter months or when endan-
e, certain aids to navigation are
other types or removed. For details
st Guard Light List.

and Abbreviations see Chart No. 1

TIDAL INFORMATION

		Height referred to datum of soundings (MLLW)		
(LAT) LONG		Mean Higher High Water	Mean High Water	Mean Low Water
(41°42'N/67°46'W)	feet	4.5	4.3	0.1
(41°00'N/67°39'W)	feet	1.5	1.3	---

ato unavailable datum values for a tide station. Real-time water levels,
are available on the Internet from <http://tidesandcurrents.noaa.gov>.

HORIZONTAL DATUM

reference datum of this chart is North
of 1983 (NAD 83), which for charting
ferred equivalent to the World Geodetic
GS 84). Geographic positions referred
American Datum of 1927 do not require
83 for plotting on this chart.

In order to significantly reduce the risk of ship strikes
to the highly endangered North Atlantic Right Whales,
ships of 300 gross tons and above should avoid
the area between the period of April 1st through July
31st. Reference IMO Sn/Circ. 272.

Where the boundary of the Area to Be Avoided (ATBA)
is co-linear with the boundary of the Traffic Separation
Scheme or the boundary of the Mandatory Ship
Reporting Area, it has been offset slightly for clarity.

One-way traffic lanes overprinted on this chart are RECOMMENDED
for use by all vessels traveling between the points involved. They have
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to be free of ship traffic. The separation zones should not be used except
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NOTE D PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels
operating between one of the established traffic lanes.
Mariners are advised to exercise extreme care in navigating
within this area.

NOTE A

Navigational regulations are published in Chapter 2, U.S.
Coast Pilot 2. Additions or revisions to Chapter 2 are published
in the Notice to Mariners. Information concerning the
regulations may be obtained at the Office of the Commander,
1st Coast Guard District in Boston, MA or at the
Office of the District Engineer, Corps of Engineers in
Concord, MA.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid
to navigation, particularly on floating aids. See U.S. Coast
Guard Light List and U.S. Coast Pilot for details.

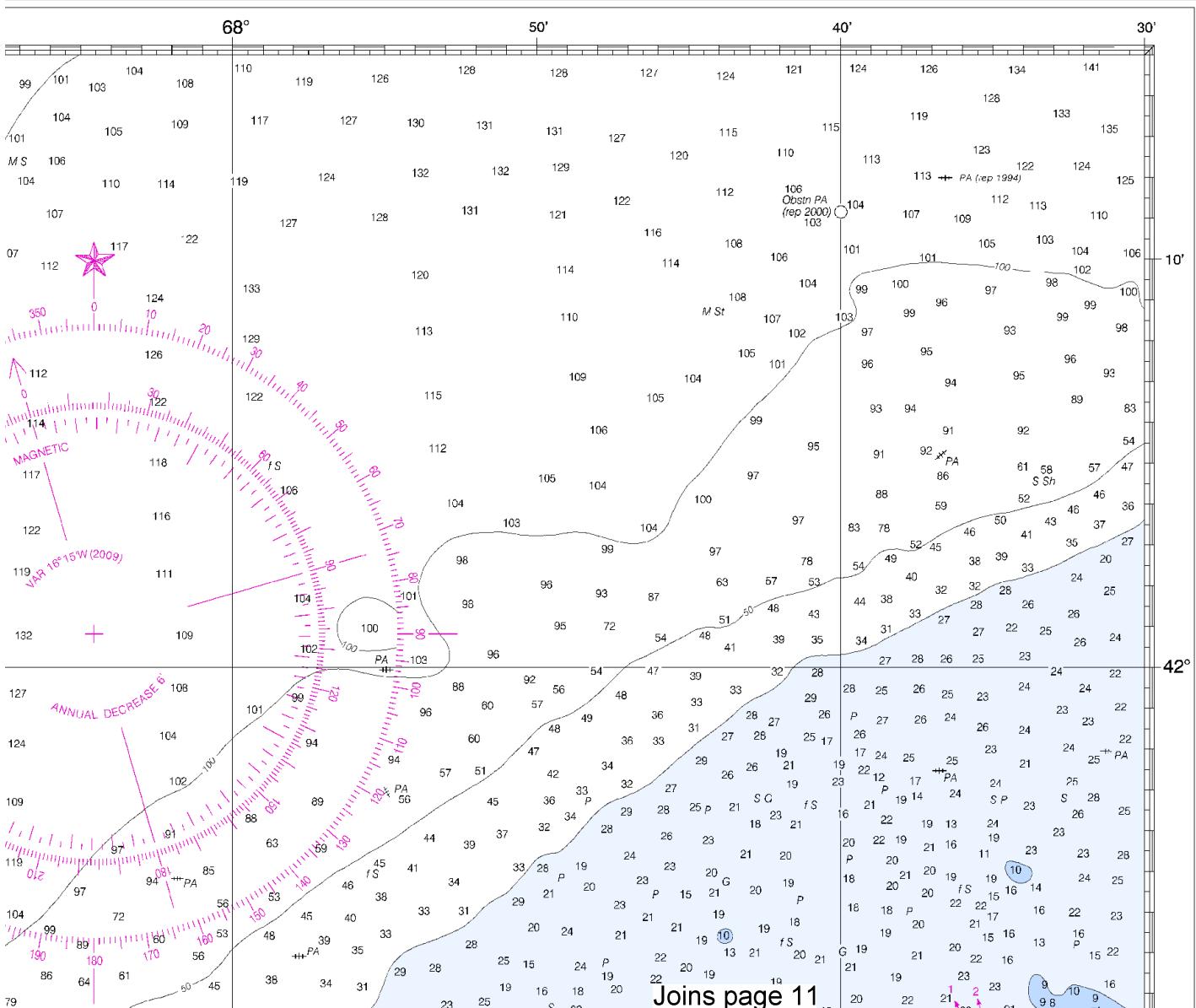
CURRENT DIAGRAMS GEORGES BANK AND NANTUCKET SHOALS

Explanation

Hourly directions and velocities of tidal currents at six stations are
shown by arrows. The length of the arrow from the center of the circle
represents the average velocity on a scale of one inch equals two
knots. The figures at the arrow heads are the hours after the time of
maximum flood at Pollock Rip Channel, the daily predicted times of
which are given in the National Ocean Service Atlantic Coast Current
Tables. The velocities plotted should be increased by 20 percent when the
moon is full or new and decreased by 20 percent when the moon is
in first or third quarters. For effect of wind on tidal currents see
Current Tables, Atlantic Coast.



SOUNDINGS IN FATHOMS



13203

LORAN-C OVERPRINTED

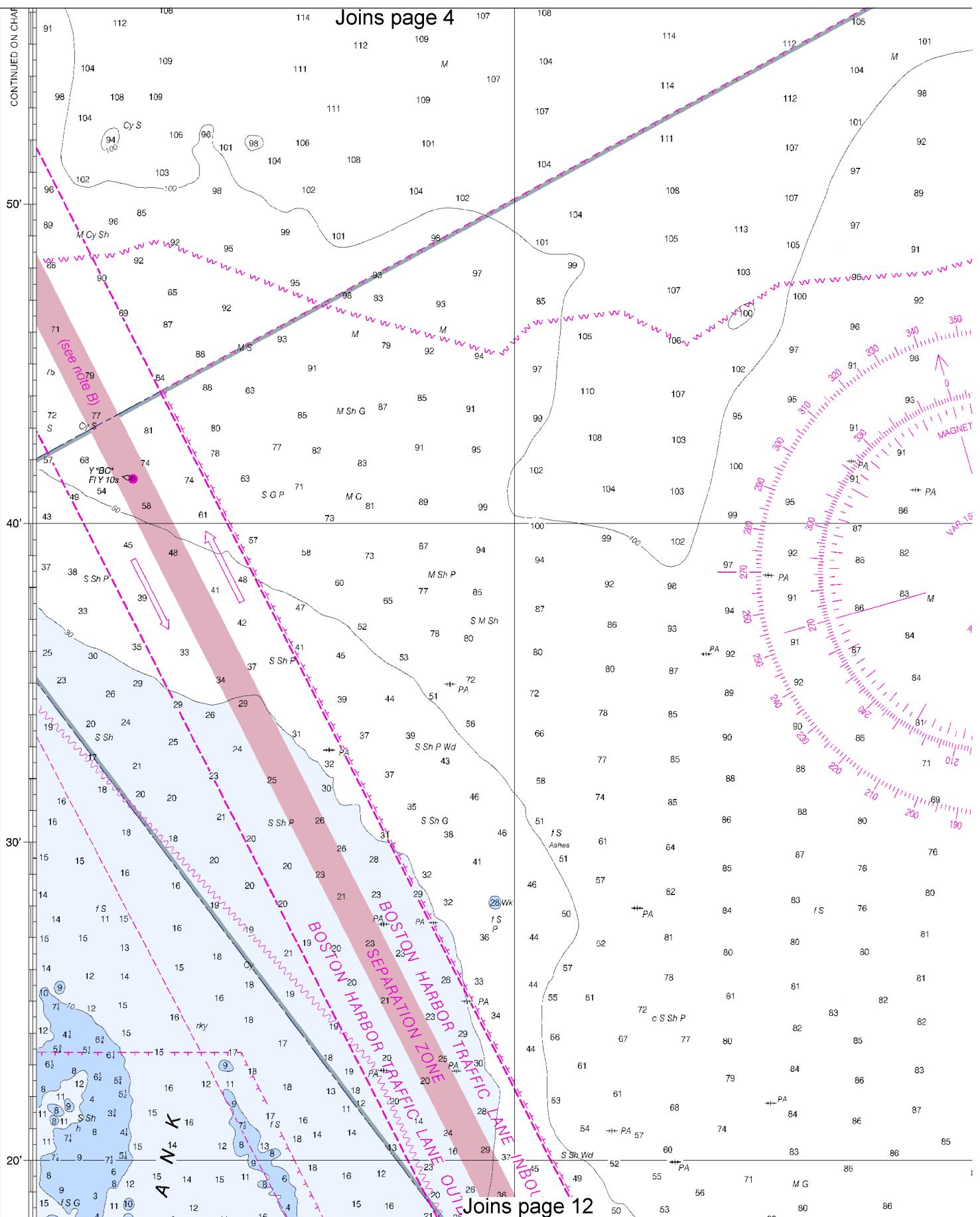
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,

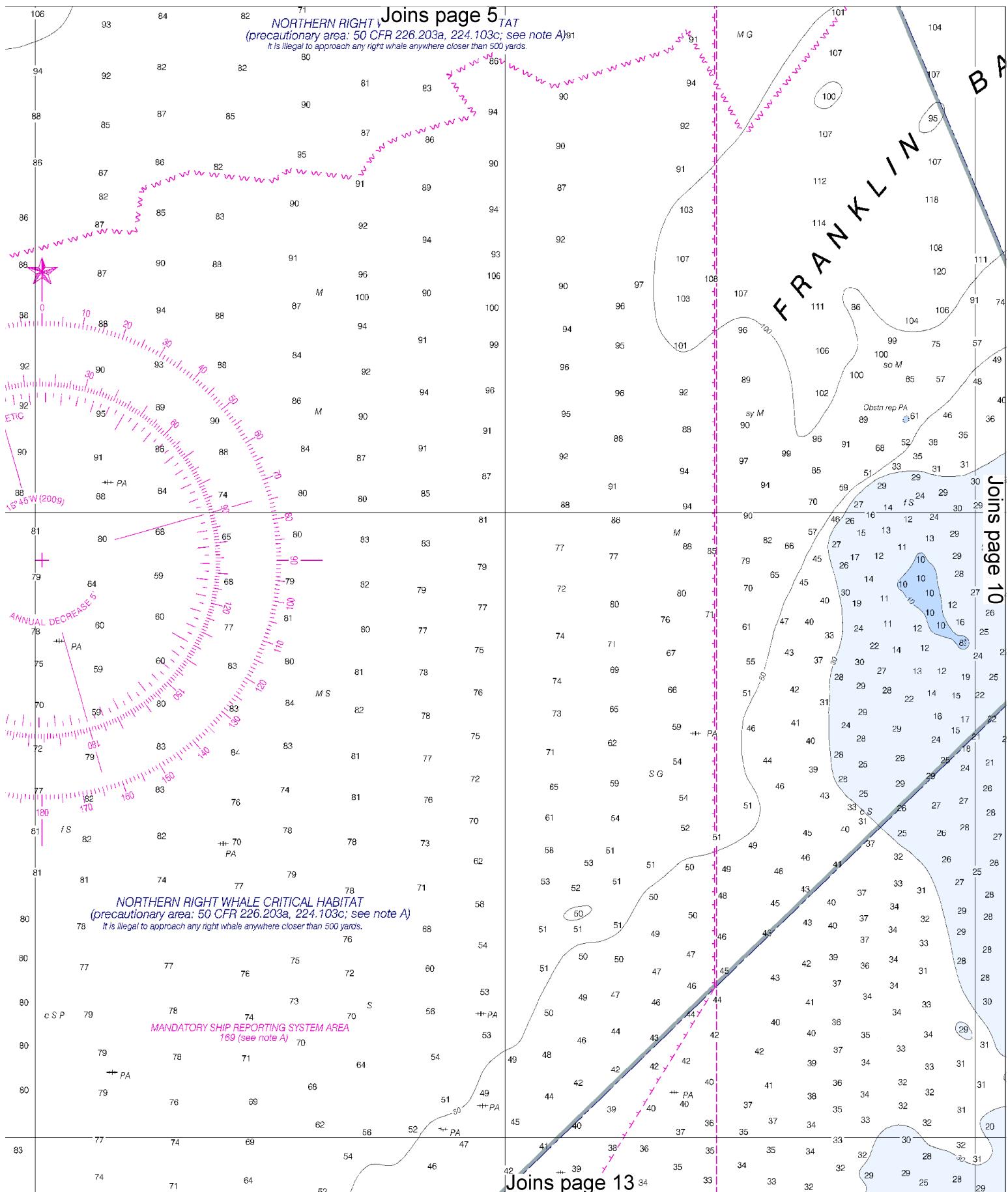
NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

7

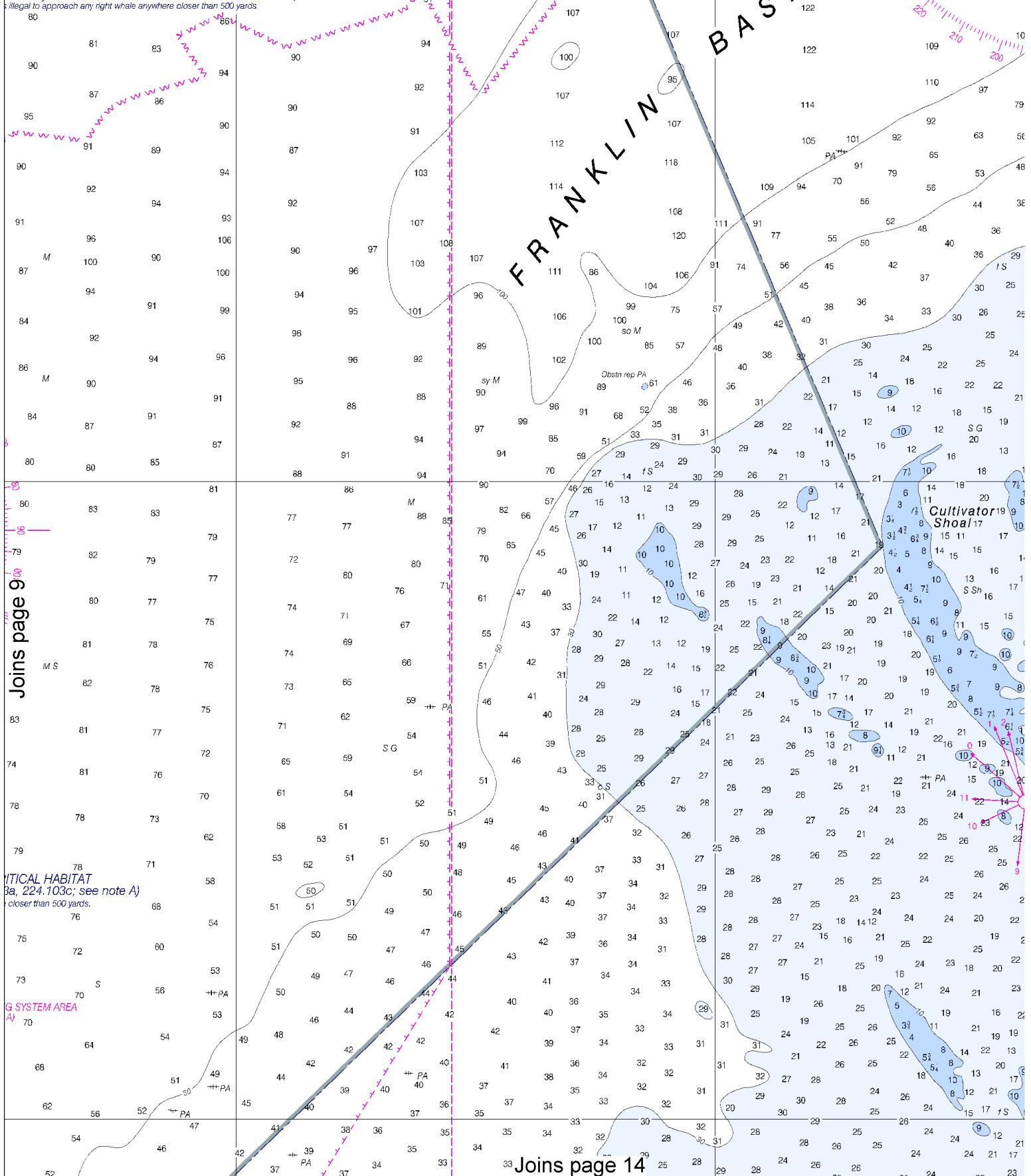
Joins page 4

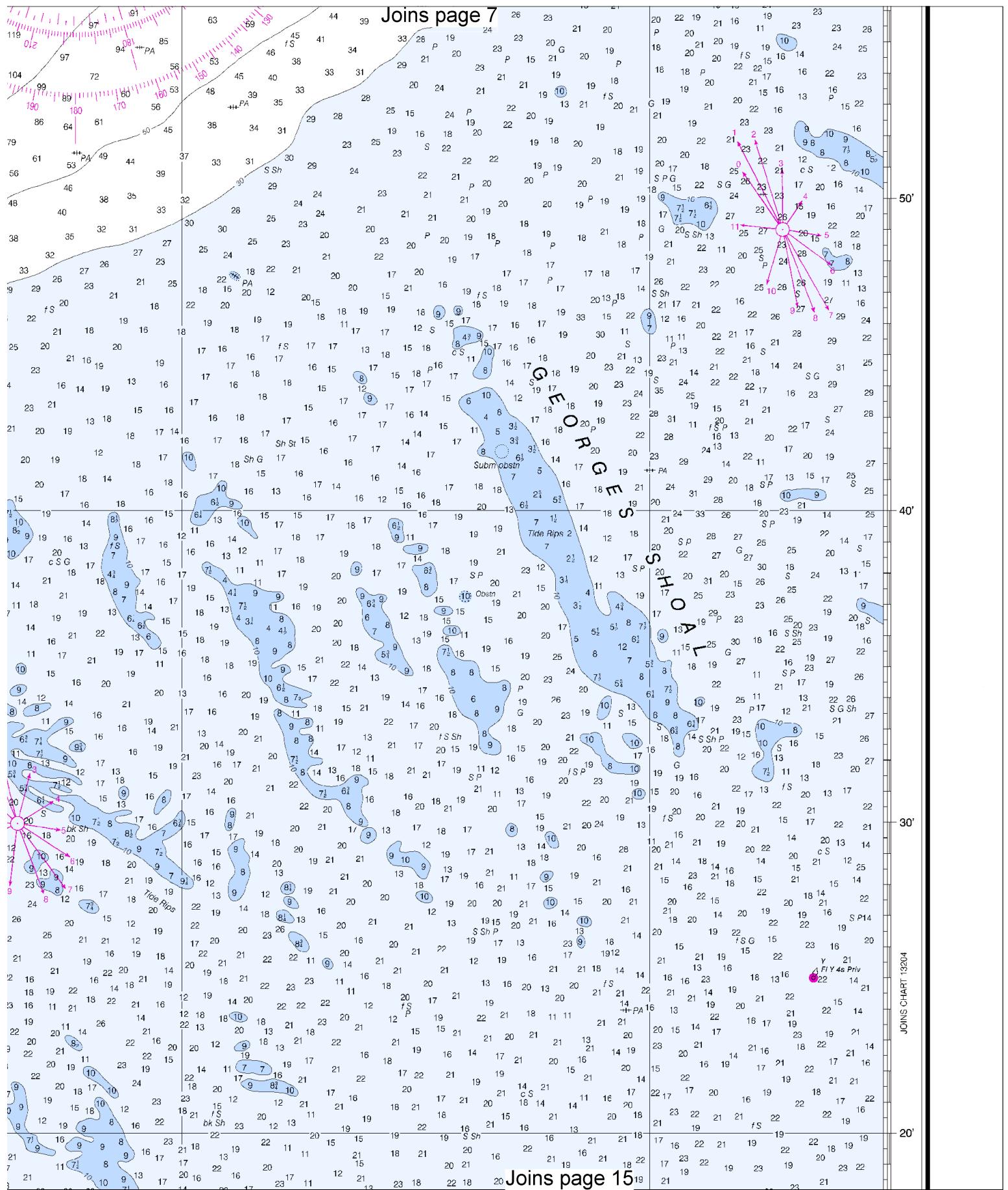




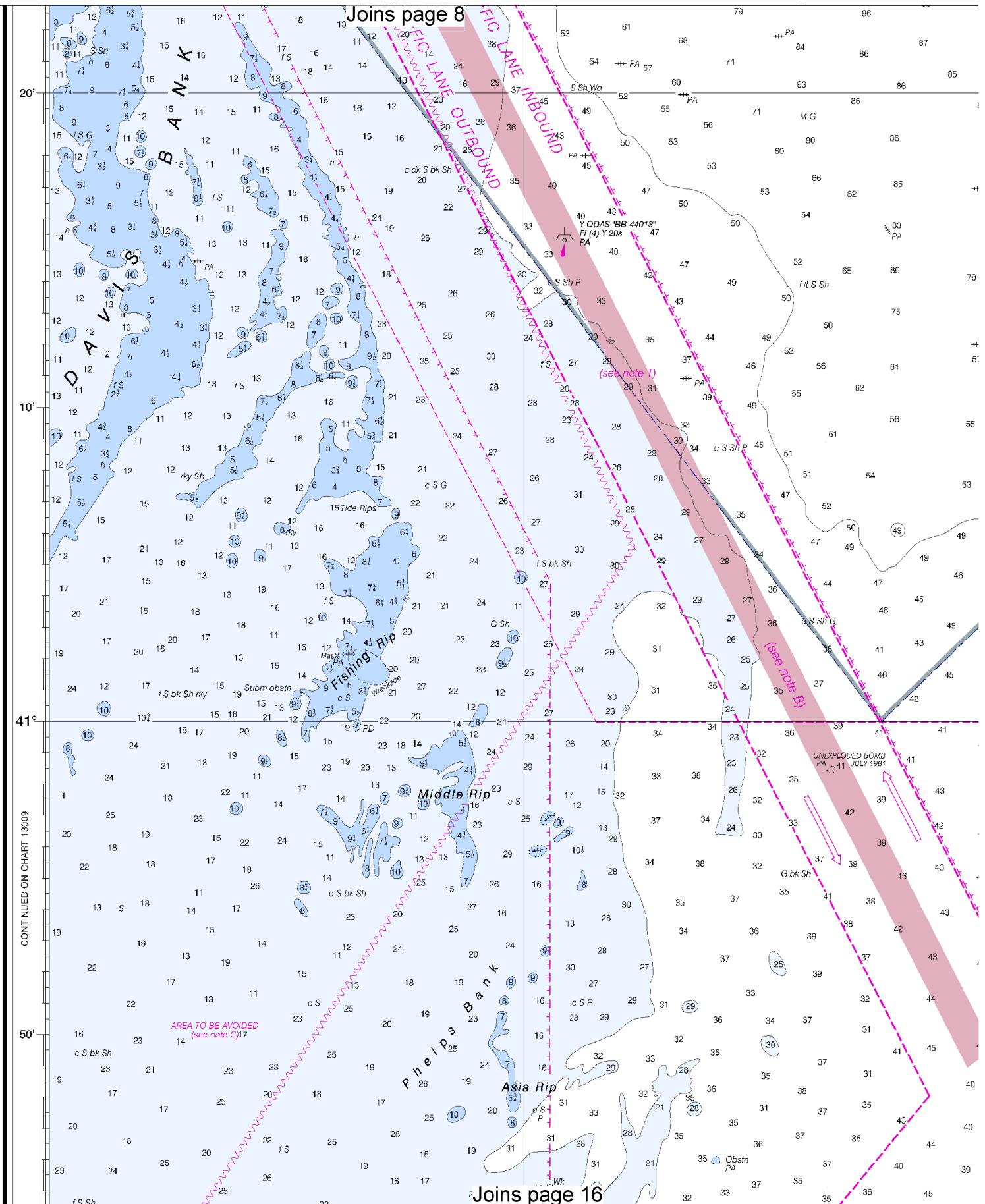
NORTHERN RIGHT WHALE CRITICAL HABITAT
Regulatory area: 50 CFR 226.203a, 224.103c; see note A⁸¹
It is illegal to approach any right whale anywhere closer than 500 yards.

Joins page 6

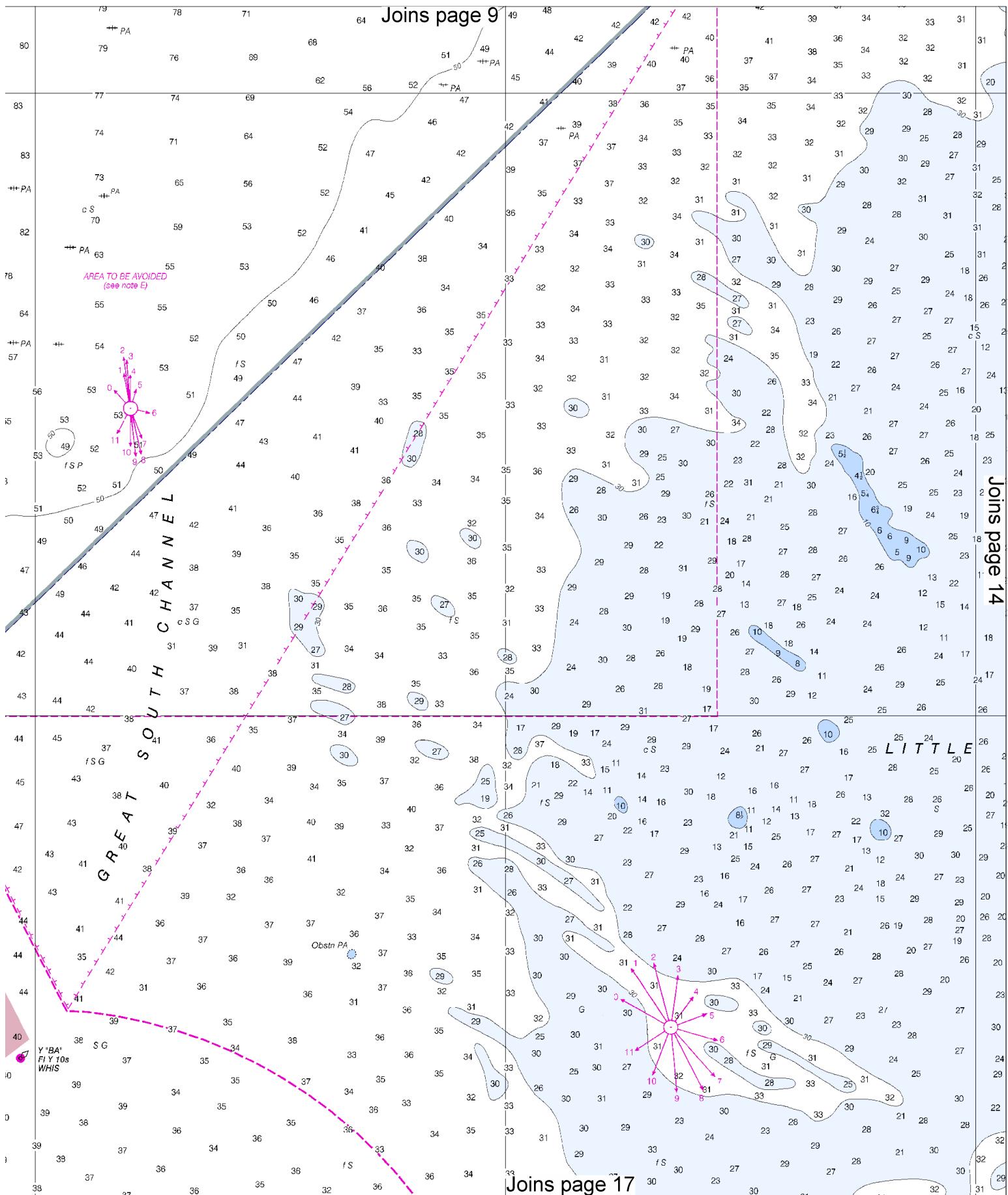




Joins page 8



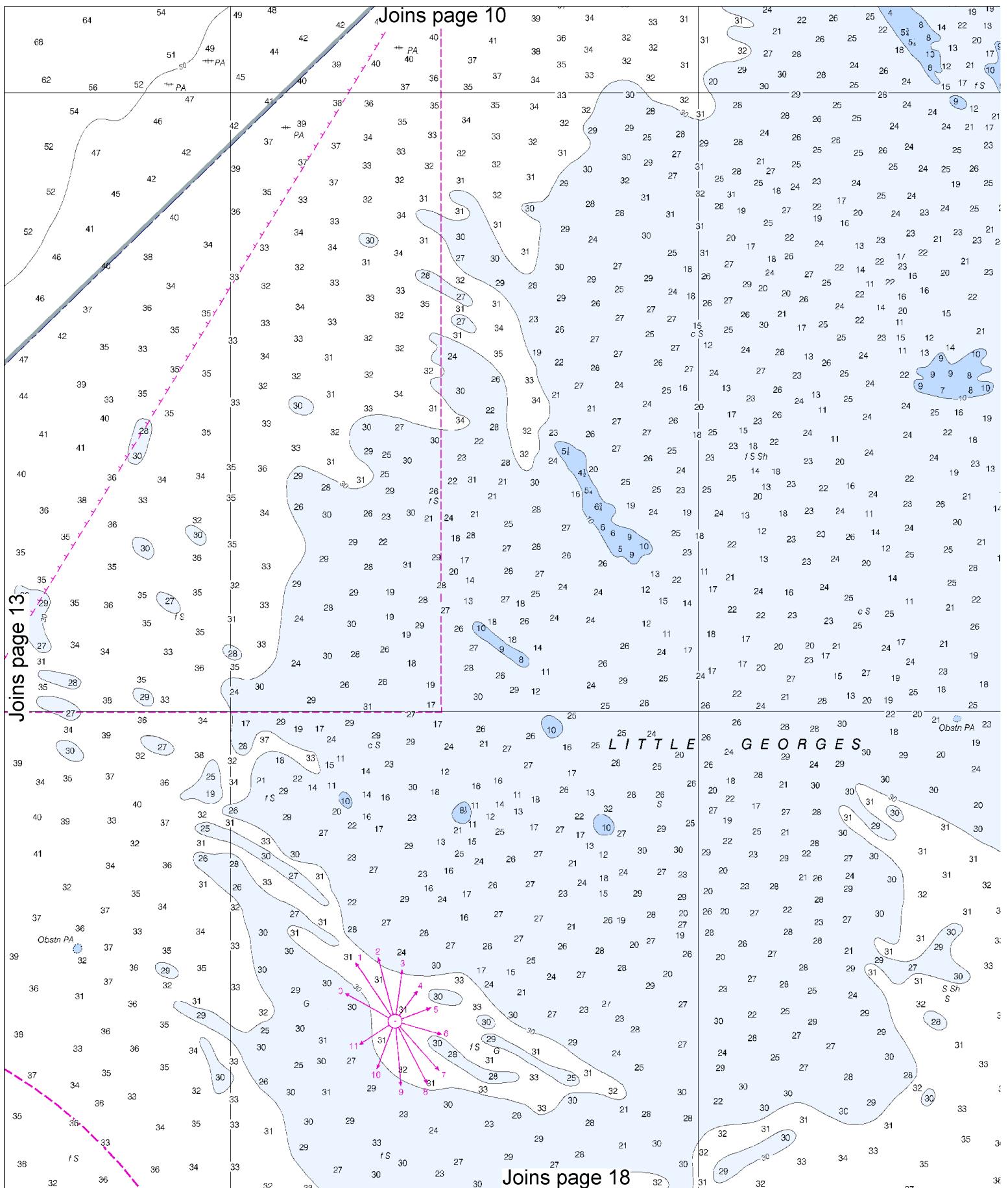
Joins page 9

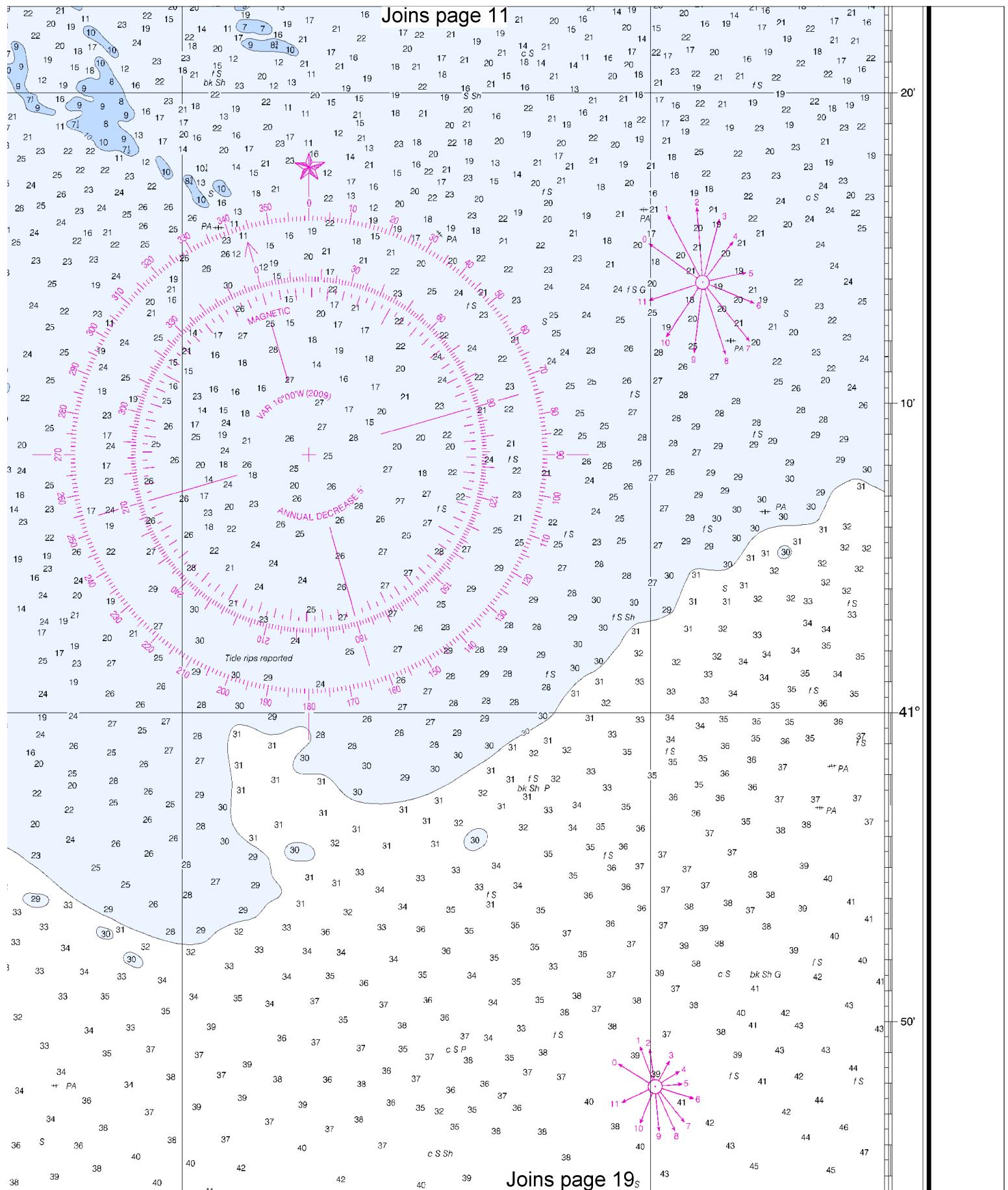


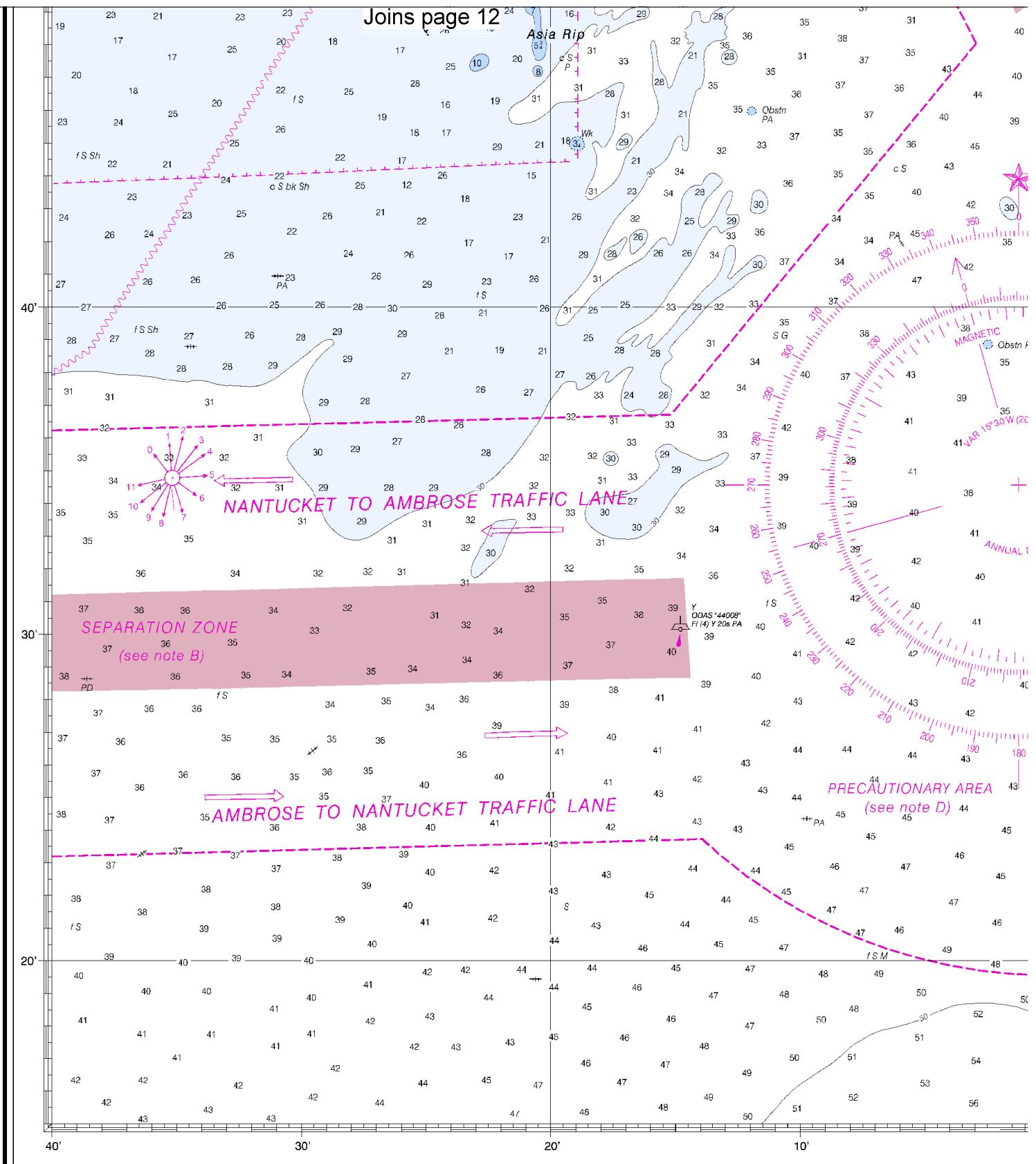
Joins page 14

Joins page 17

13







13th Ed., Apr./09

■ Corrected through NM Apr. 18/09
Corrected through LNM Apr. 7/09

13203

LORAN-C OVERPRINTED

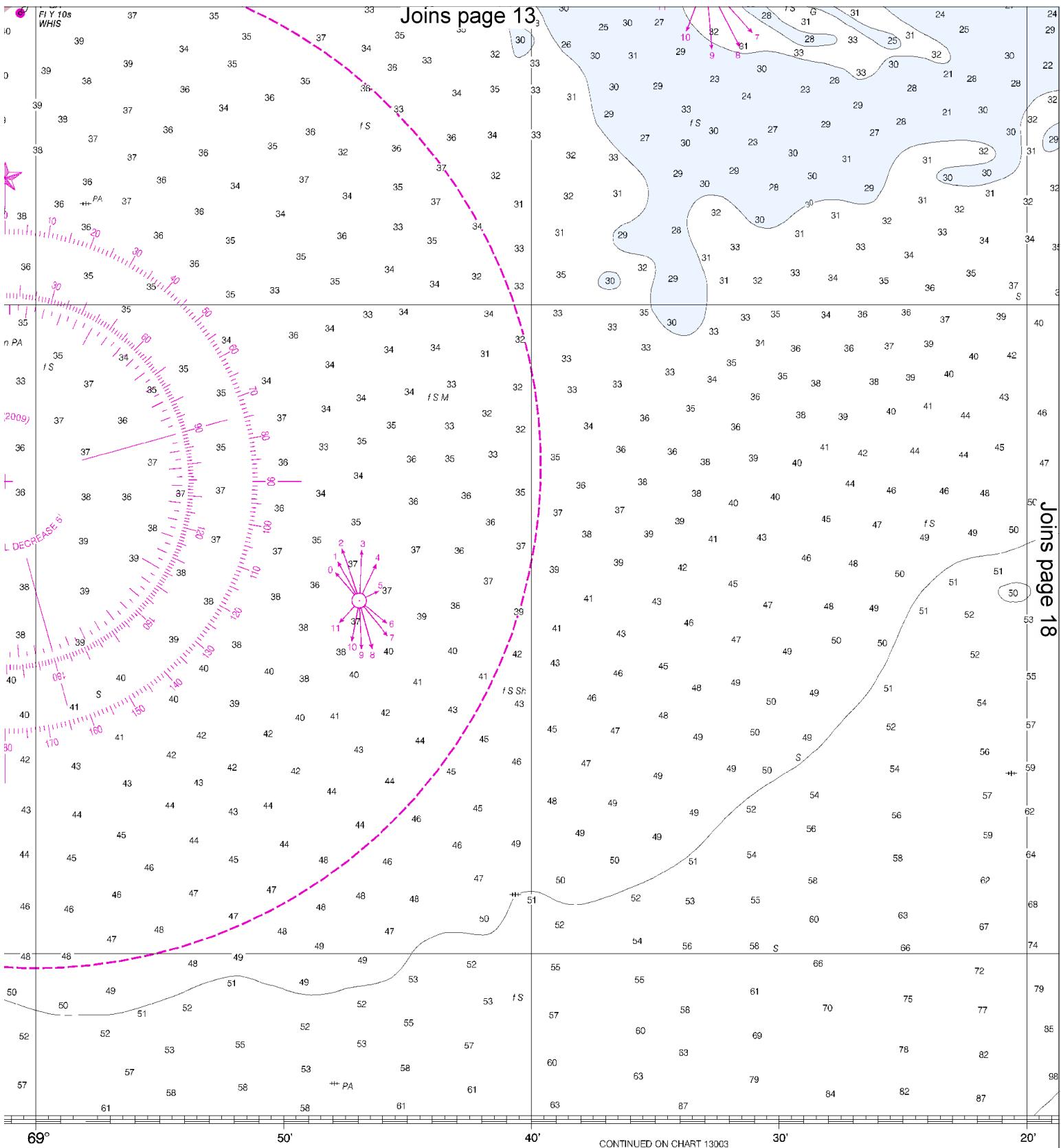
CAUTION

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SOUNDINGS IN FATHOMS

16





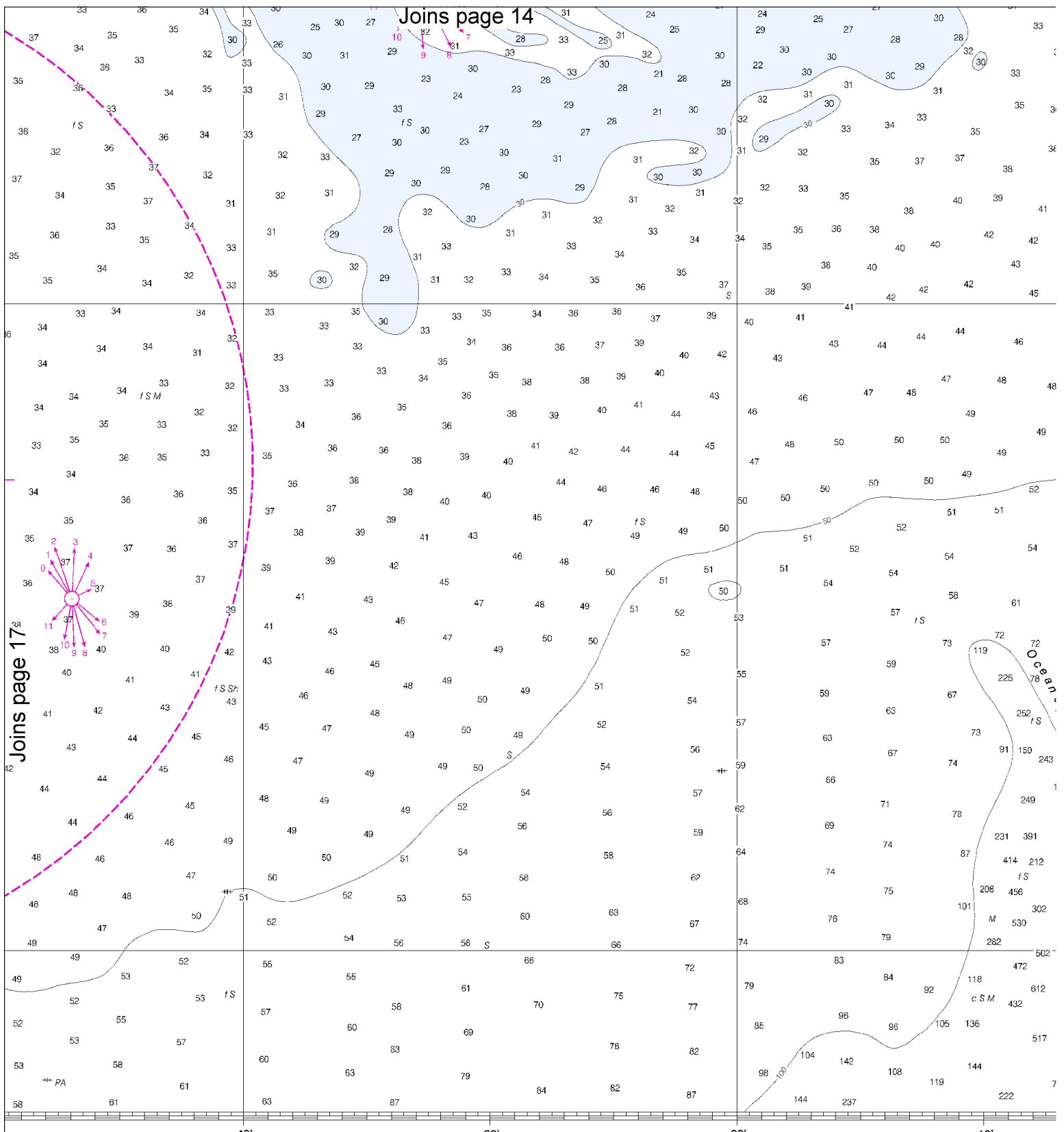
HOMS

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DE

NOAA and its partner, OceanGrafix, offer this chart and critical corrections. Charts are printed when Editions are available 5-8 weeks before their release about Print-on-Demand charts or contact NOAA at help@NauticalCharts.gov, or OceanGrafix at help@OceanGrafix.com.



ed to promote safe navigation. The National
mit corrections, additions, or comments for
he Chart Division (N/CS2), National Ocean
d 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

FATHOM
FEET
METERS



Joins page 15



DMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
T	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
RS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Georges Bank, Western Part

SOUNDINGS IN FATHOMS-SCALE 1:220,000

13203

LORAN-C OVERPRINTED

19

ED. NO. 13

NSN 764201465953
NGA REFERENCE NO. 13AC013203

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

- Coast Guard Group Woods Hole** – 508-457-3214
- Coast Guard Search & Rescue** – 508-548-5151
- Coast Guard Chatham** – 508-945-0164
- Coast Guard Atlantic Area Cmd** – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.